Trans Com Roles, Responsibilities, Schedule

February 15, 2018
• Metropolitan Planning Organization (MPO)
• Responsible, in collaboration with UDOT, UTA, and local governments for developing and approving long- and short-range transportation plans and programs
• Provides opportunities to address transportation and growth needs
Origin and Role of Trans Com

- Established by Memorandum of Agreement among WFRC, UDOT, and UTA
- Continuous, comprehensive, and cooperative planning process
- Advise Regional Council on short-range planning and programming
Transportation Improvement Program

- Six-year program of highway, transit, and active transportation projects to which funding has been committed
- Last two years are projects in concept development
- Includes federal, state, and locally funded projects
- Updated annually
Trans Com Responsibilities

• Approve draft Transportation Improvement Program (TIP) for public comment
• Recommend TIP for approval
• Recommend or approve amendments to TIP
• Recommend projects for Surface Transportation Program (STP), Congestion Mitigation Air Quality (CMAQ) Program, and Transportation Alternatives Program (TAP)
Trans Com Schedule

**TIP**
- June – Release TIP for public comment
- August - Recommend TIP approval
- Each meeting – TIP Amendments

**STP, CMAQ, TAP**
- November – Review letters of intent
- April – Recommend STP, CMAQ, and TAP
2018-2023 TIP
Board Modification

Regional Council Meeting
January 23, 2018
## Additional Funding

### Salt Lake/ West Valley Urban Area

<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
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<th>Concept/ Type of Improvement</th>
<th>Funding Source</th>
<th>Project Estimated Cost</th>
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<th>Action</th>
<th>Funding Amount</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salt Lake</td>
<td>UDOT</td>
<td>I-15</td>
<td>15669</td>
<td>I-15 NB; 9000 South to I-215</td>
<td>Eliminate some of the weaving movement - braided ramp concept</td>
<td>ST_TIF (State Transportation Investment Funds)</td>
<td>$565,000</td>
<td>$0</td>
<td></td>
<td>$635,000</td>
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<td>2018 ST_TIF (State Transportation Investment Funds)</td>
<td>$150,000,000</td>
<td>$130,000,000</td>
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<td>Additional Funding $20,000,000</td>
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</table>

The I-15 NB project will improve some of the movements between 9000 South and the I-215 exit, and relocate others, to provide a safer and more efficient transition for motorists entering and exiting I-15, between the 9000 South on-ramp and I-215 off-ramp. Additional traffic studies are showing that making those improvements at 9000 south, would shift the traffic congestion further south. Based on the traffic study, adding auxiliary lanes Northbound, from Bangerter Highway to 10000 South, as well as adding a Collector-Distributor System from 10000 South to I-215, will address the congestion issue and improve peak hour travel. The additional funding comes from unprogrammed balances in the Region Pavement Programs and from their Transportation Solutions Funding.

## New Project

### Ogden/ Layton Urban Area

<table>
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<tr>
<th>County</th>
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</thead>
<tbody>
<tr>
<td>Weber</td>
<td>UDOT</td>
<td>Various</td>
<td>15587</td>
<td>Region One Guardrail Replacement</td>
<td>Replace substandard end treatments and guardrail</td>
<td>HSSIP (Highway Safety Improvement Program)</td>
<td>$1,200,000</td>
<td>$0</td>
<td>New Project</td>
<td>$565,000</td>
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<td></td>
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<td></td>
<td></td>
<td></td>
<td>HSSIP_HRRR (Highway Safety Improvement Program - High Risk Rural Roads)</td>
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<td>$635,000</td>
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This project is planned to be designed and advertised this federal fiscal year using $1.2 Million of 2018 Highway Safety Improvement Program (HSIP), funds. ($635K of HSIP High Risk Rural Road funds and $565K HSIP). The scope of work is to replace substandard end treatments and guardrail with standard treatments.
Salt Lake – I-15 Northbound; 9000 South to I-215
Eliminate some of the weaving movement – braided ramp concept

Additional Funding
$20,000,000

Total Project Cost Estimate $150,000,000

Funding will enable project to address the congestion issues and significantly improve safety
Northern Utah – UDOT Region One – Various Locations
Replace substandard end treatments and guardrail

New Project

Total Project Cost
Estimate $1,200,000

Project will continue
to improve Guardrails
throughout Northern Utah
Transportation Improvement Program is . . .

- Six Year Program of Highway & Transit
  - Four Years Funded - Two Years Concept
- In the Urban Areas
  - Salt Lake/ West Valley - Ogden/ Layton
- Funded by
  - Federal, State, & Local Programs
- For All Cities, Counties, UDOT & UTA
Transportation Improvement Program will . . .

- Implement the Long Range Plans
  - Highway/ Transit and Active Transportation Projects for the Region
- Help Meet the Short Range Needs
  - Of the Wasatch Front Area
- Provide for the Maintenance
  - Of the Existing Transportation System
Transportation Improvement Program Contains . . . .

- Lists of Projects
- Including;
  - New Construction
  - Rehab & Maintenance
  - Safety/ ITS
  - Transit, O & M
  - Pedestrian & Bike
Projects in the TIP:

- Represent $ Millions
- Thousands of Jobs
- Economic Growth & Development
- Mobility/ Access
- Preservation of Life
- And Promote the Quality of Life
Federal Law Requires:

- Financially Constrained
- Conform To Air Quality
- Reviewed By the Public
- Approved by Regional Council
Process for New Projects & The Draft TIP

- **SEPT / OCT**: Letters of Intent
- **NOV / DEC / JAN**: Project Evaluation Concept Reports
- **FEB / MAR**: Project Reviews and Evaluations
- **APR / MAY**: Draft Projects/ Draft Programs
- **JUNE**: Draft TIP
- **JULY**: Public Review & Comment
- **AUG**: Review and Approve TIP
- **SEPT**: FHWA and FTA Review / Approve TIP
- **OCT**: Initiation of the New TIP / STIP
2018-2023 TIP
Board Modification

Trans Com
February 15, 2018

Ben Wuthrich
Wasatch Front Regional Council
### 2018-2023 Transportation Improvement Program (TIP) (Amendment Four)

#### Board Modification

### New Project

#### Ogden/ Layton Urban Area

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<tbody>
<tr>
<td>Weber</td>
<td>UDOT</td>
<td>6600 South</td>
<td>16175</td>
<td>1500 East (Uintah) Crossing Improvement</td>
<td>Improve Railroad Crossing (Rail/ Highways - Crossing Hazard Elimination)</td>
<td>$650,000</td>
<td>$0</td>
<td>New Funding</td>
<td>$650,000</td>
<td>2018</td>
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</table>

This project will improve the railroad crossing at 1500 East on 6600 South in Uintah in Weber County by adding lights and gates. The profile on 6600 South will be modified to minimize the elevation difference between the tracks and 6600 South. The funding is available from the Statewide Railroad Crossing Program.

| Weber  | UDOT    | 2550 South | 14579 | 1400 West (Ogden) Crossing Improvement | Improve Railroad Crossing (Rail/ Highways - Crossing Hazard Elimination) | $540,000 | $0 | New Funding | $540,000 | 2018 |

The project will install lights and gates at the crossing at 1400 West 2550 South, Ogden. Crossing panels will be replaced. Nearby accesses will be converted to right-in/right-out. The active warning devices at 1300 West 2550 South, will be converted to lights and gates. Crossing panels will be replaced by the railroad. The funding is available from the Statewide Railroad Crossing Program.

#### Salt Lake/ West Valley Urban Area

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<tr>
<td>Salt Lake</td>
<td>UDOT</td>
<td>Var</td>
<td>16311</td>
<td>Region Two High Friction Pavement Project</td>
<td>Installation of High Friction Pavement (Highway Safety Improvement Program)</td>
<td>HSIP</td>
<td>$2,500,000</td>
<td>$0</td>
<td>New Funding</td>
<td>$2,500,000</td>
<td>2018 - 2019</td>
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</table>

The Region and the Traffic & Safety group have worked together to identify locations for installation of a high friction pavement on curves, which provides better traction for vehicles, thereby helping them to stay in their lane as they travel around curves. The curves where this treatment will be applied are places where crash history shows that there is an existing problem with lane departure crashes. The $2.5 million of Highway Safety Improvement Program (HSIP) funds comes from unprogrammed balance: $200K will be used for design in 2018 and $2.3M will be used for construction in 2019.
Weber – 1500 East (Uintah) Crossing Improvement
Improve railroad crossing by adding lights and gates

- Project will improve the railroad crossing elevation difference and add lighting & gates

Total Project Cost
Estimate $650,000
Weber – 1400 West (Ogden) Crossing Improvement
Improve railroad crossing by adding lights and gates

- Project will address nearby accesses and convert signals to lights and gates

Total Project Cost Estimate $540,000
Project will apply treatments where crash history shows there is an existing problem with lane departures.

Total Project Cost Estimate $ 2,500,000
### Additional Funding

**Ogden/ Layton Urban Area**

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<th>Funding Source</th>
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<th>Funding Amount</th>
<th>Year</th>
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<tbody>
<tr>
<td>Davis</td>
<td>UDOT</td>
<td>US-89</td>
<td>14823</td>
<td>US-89; I-15 to Eagle Ridge Dr., North</td>
<td>Repair existing concrete barrier and roadway rehabilitation</td>
<td>NHPP_NHS (National Highway Performance Program - National Highway System)</td>
<td>$1,500,000</td>
<td>$600,000</td>
<td>Additional Funding</td>
<td>$386,000</td>
<td>2018</td>
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<td>Salt Lake</td>
<td></td>
<td>HSIP (Highway Safety Improvement Program)</td>
<td>$1,500,000</td>
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<td></td>
<td></td>
<td></td>
<td>NHPP (National Highway Performance Program)</td>
<td>$1,500,000</td>
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Sections of existing concrete barrier need to be upgraded with this project for safety reasons and for cost saving, these funds will also address a section of roadway that was originally planned to be paved with state forces. The Region proposes funding the additional $900,000 by the following: (1) - Add $386,000 of unprogrammed HSIP funds and (2) - Add $514,000 NHPP funds from Region One’s Transportation Solutions funding.

| Weber       | UDOT    | SR-39    | 14407 | 12th Street (SR-39); Dual Lefts at     | Construct Dual Left Turns                                                                           | STP_FLX_ST (STP - Flexible (Any Area) Statewide)     | $3,080,000             | $2,500,000               | Additional Funding | $580,000      | 2018 |
|            |         |          |       | Washington Blvd.                        |                                                                                               | SEC154_HSIP (Section 154 Penalties for Highway Safety Improvement Program) | $3,080,000             |           |                        |               |       |

This project will construct dual left turn lanes on Washington Blvd. The need for the additional funding arises because during the design phase the utility impacts were found to be more extreme than planned. The cost for right of way is also higher than initially planned. The funding for this increase is available from the Highway Safety Improvement Program (HSIP).

### Salt Lake/ West Valley Urban Area

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<tbody>
<tr>
<td>Salt Lake</td>
<td>UDOT</td>
<td>I-80</td>
<td>14344</td>
<td>I-80; State Street to 1300 East, Bridge</td>
<td>Repair Bridge Joints</td>
<td>STP_FLX_ST (STP - Flexible (Any Area) Statewide)</td>
<td>$2,799,111</td>
<td>$878,111</td>
<td>Additional Funding</td>
<td>$1,000,000</td>
<td>2018</td>
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<td></td>
<td></td>
<td></td>
<td>Joints</td>
<td></td>
<td>NHPP_BR (National Highway Performance Program - Bridge)</td>
<td>$2,799,111</td>
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<td></td>
<td>STP_Bridge (STP - Bridge Funds for State Projects)</td>
<td>$2,799,111</td>
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<td></td>
<td></td>
<td>ST_Bridge (State Construction - Bridge Program)</td>
<td>$2,799,111</td>
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The current funding for the repair of the bridge joints on I-80 in this heavy commuter section in Salt Lake was originally planned using traditional concrete. In an effort to mitigate delays, UDOT is utilizing a Rapid Setting Hydraulic Cement to reduce impacts and open up the roadway to traffic in as little as 4 hours after placement. The funding is available from Region Two’s Pavement Preservation Fund.
Davis County – US-89; I-15 to Eagle Ridge Dr., North Salt Lake
Repair existing concrete barrier and roadway rehabilitation

Project will improve safety with barrier upgrades and roadway rehabilitation

Additional Funding
$900,000

Total Project Cost
Estimate $1,500,000
Weber – 12th Street (SR-39); Dual Lefts at Washington Blvd.
Construct Dual Left Turns

- Project will construct dual left turn lanes from 12th Street on to Washington Blvd

Additional Funding
$580,000

Total Project Cost Estimate $3,080,000
Salt Lake – I-80; State Street to 1300 East,
Repair Bridge Joints

Project will repair bridge joints along a heavily traveled commuter section of I-80

Additional Funding
$1,000,000

Total Project Cost Estimate $2,799,111
### Additional Funding and Scope Change

#### Ogden/ Layton Urban Area

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<th>Funding Amount</th>
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<tbody>
<tr>
<td>Davis</td>
<td>UDOT</td>
<td>SR-108</td>
<td>14197</td>
<td>SR-108; 2300 North to SR-126</td>
<td>Currently - Pavement Preservation Treatment (Orange Book) Proposed - Pavement Rehabilitation Treatment (Purple Book)</td>
<td>STP_FLX_ST (STP - Flexible (Any Area) Statewide)</td>
<td>$2,900,000</td>
<td>$650,000</td>
<td>Additional Funding</td>
<td>$2,250,000</td>
<td>2018</td>
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</table>

The existing pavement condition on this section of road has deteriorated faster than expected and an orange book preservation treatment will no longer provide the required pavement life. The Region recommends changing the scope on this project to a pavement rehabilitation purple book treatment. This mill and overlay will provide the desired pavement life for this section of roadway. The Region proposes funding the additional $2,250,000 by the following: (1) - Transfer $1,700,000 and cancel the SR-83; SR-102 to 12000 North Project - PIN 13474. This route section has been added to the Regions annual chip seal coat program for its preservation treatments. (2) - Transfer $550,000 from the Region One FY2016 Pavement Rehabilitation Program - Master PIN 12135 that is currently unprogrammed.

| Salt Lake | UDOT    | I-80     | 13323 | I-80 Blackrock EB/WB Bridges & SR-36 over I-80 | Bridge Rehabilitation or Replacement and Expansion | NHPP_BR (National Highway Performance Program_Bridge) | $11,300,000 | $900,000 | Additional Funding | $6,132,000 | 2018 |
|-----------|---------|----------|-------|-----------------------------------------------|---------------------------------------------------|------------------------|-------------------|--------|---------------|------|
|           |         |          |       |                                               | ST_Bridge (State Construction - Bridge Program)    | NHPP (National Highway Performance Program)       | $26,700,000 |       | Additional Funding | $5,000,000 | 2018 |
|           |         |          |       |                                               | STP_Bridge (STP - Bridge Funds for State Projects) | STP_FLX_ST (STP - Flexible (Any Area) Statewide) |       | $3,368,000 |               |      |

The scope of work for these three bridges increased based on the need to meet future design requirements without requiring modifications to these newly replaced structures. This decision will reduce cost and complexity for modifications to the bridges in the future. The bridge work will incorporate ABC design methods to reduce impacts to the public. The two I-80 bridges over UPRR will be able to accommodate three lanes in each direction and all UPRR clearance requirements. Some additional roadway work is required to make these accomadations. The SR-36 over I-80 bridge will be longer (an additional span) to accommodate the future connection of SR-201 to SR-36 and a lane will be constructed from Hardy Road through Sunset Road. The Region proposes funding the additional $14,500,000 by the following: (1) - $6,132,000 from the SR-171 (3500 South) & 5600 West Intersection Project - PIN 12563. The SR-171 improvements have been incorporated into the Mountain View Corridor (4100 to SR-201) project. (2) - $3,368,000 of STP_FLX_ST from unprogrammed funds, and (3) - $5.0 Million of STP_Bridge funds from the Bridge Program.
Project will provide the desired extended pavement life

Additional Funding
$ 2,250,000

Total Project Cost
Estimate $ 2,900,000
Salt Lake/Tooele – I-80 Blackrock EB/WB Bridges & SR-36 over I-80
Bridge Rehabilitation or Replacement and Expansion

Additional Funding
$14,500,000

Total Project Cost Estimate $26,700,000

Project will extend/rehabilitate 3 bridge structures to meet the future design requirements without modification.
FY 2017
Obligation Report

Wasatch Front Regional Council
February 15, 2018

Ben Wuthrich
Wasatch Front Regional Council
The Federal Highway Administration (FHWA) defines “obligation” as the federal government’s legal commitment to reimburse the States or other entities for the Federal share of a project’s eligible costs.

Thus, an obligated project is one that has been approved by the federal government for reimbursement.

- Obligated projects were not necessarily initiated or completed during this year.

- Obligated amounts reflected in this report also may not be equal to the final project cost.
Project Process and Obligation of Funding

Environmental / Preliminary Engineering

Design

Right of Way

Advertise / Construct

Closeout / De-obligation

FAA
Statewide
FFY 2017 Federal Highway Funds Obligation
by Project Improvement Type

Federal & Matching Funds Obligated Statewide
($390,116,770)

- Pavement Preservation: $129,425,512
- Reconstruction or Capacity: $76,820,972
- Miscellaneous: $56,815,899
- Intersection/Safety: $68,891,398
- Bridge/Major Structure: $10,948,325
- Structure/Minor Structural Rehab: $5,676,618
- ATMS: $6,787,377
- Studies/Planning: $261,228
- Bike/Pedestrian & Transit: $9,512,277
WFRC Region
FFY 2017 Federal Highway Funds Obligation
by Project Improvement Type

Federal & Matching Funds Obligated within WFRC Region

- Pavement Preservation: $48,195,911
- Reconstruction or Capacity: $33,820,302
- Miscellaneous: $48,502,657
- Intersection/Safety: $38,786,378
- Bridge/Major Structure: $10,330,695
- Structure/Minor Structural Rehab: $2,130,493
- ATMS: $5,911,733
- Studies/Planning: $(65,077)
- Bike/Pedestrian & Transit: $6,600,076
WFRC FFY 2017 STP, CMAQ, & TAP Funds
Obligation by Project Improvement Type

Federal & Matching Funds
Administered by WFRC & Obligated within WFRC Area
(Total Funds - $ 32,825,834)

* * * *

STP - Salt Lake/ West Valley Area $ 12,052,047
STP - Ogden/ Layton Area $ 12,252,983
CMAQ - WFRC Total Area $ 6,415,128
TAP - WFRC Total Area $ 474,421

** Note ** Almost all Reconstruction and Capacity projects include active transportation components.
FFY 2017 Federal Transit Administration Funds Obligation by Project Type

Federal & Local Matching Funds (Total Amounts)

- Capital Improvements: $176,884,619
- Operation/Planning & Maintenance (O & M): $321,219,179
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<th>PIN Status</th>
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<td>15854</td>
<td>Active</td>
<td>Other</td>
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<td>7208</td>
<td>Closed</td>
<td>ATMS Project</td>
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<td>SALT LAKE</td>
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<td>$0.00</td>
<td>($173.94)</td>
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<td>10011</td>
<td>Under Construction</td>
<td>Signal and/or Lighting Project</td>
<td>138TH SO; BANERTER TO 3RD EAST &amp; Cnty:FA-2044; MP .19 - .50 &amp; update route</td>
<td>SALT LAKE</td>
<td>$1,835,260.52</td>
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<td>Active</td>
<td>Funding Pass Through</td>
<td>Project Planning Support - Salt Lake County</td>
<td>SALT LAKE</td>
<td>$400,000.00</td>
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<td>11986</td>
<td>Scoping</td>
<td>Roadway Reconstruct - With Widening</td>
<td>Porter Rockwell Blvd (Fifth Segment); Redwood Road to 0.46 miles east</td>
<td>SALT LAKE</td>
<td>$3,882,448.76</td>
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<td>($64,450.40)</td>
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TRANSPORTATION AND LAND USE CONNECTION
Transportation and Land Use Connection

MISSION

TLC supports local governments in their planning efforts, implementing the Wasatch Choice Vision.
Transportation and Land Use Connection

GOALS

• Maximize the value of investment in public infrastructure
• Enhance access to opportunity
• Increase travel options to optimize mobility
• Create communities with opportunities to live, work, and play
Transportation and Land Use Connection

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<th>Category</th>
<th>Count</th>
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<tr>
<td>Ordinances</td>
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<td>Transportation/Active Transportation Master Plans</td>
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<tr>
<td>Studies</td>
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<td>General Plan Updates</td>
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81% of communities across the region submitted applications

TOTAL $4.38M

Yearly Distribution:
- 2014
- 2015
- 2016
- 2017
Bluffdale Transportation Master Plan

• Adopted August 29th, 2017

• Vision: “To plan and develop a safe, inviting, connected transportation system that accommodates all users and respects Bluffdale’s character and community values.”

• Project Budget: $70,000
Bluffdale Transportation Master Plan

Planning for existing and future infrastructure and surrounding land use
Transportation and Land Use Connection

Megan Townsend

mtownsend@wfrc.org

(801)363-4250 x. 1101

http://www.wfrc.org/tlc